



City of Dublin Planning and Zoning Commission

Planning Report

Thursday, June 11, 2015

Public Park and Ride

6801 and 6851 Village Parkway

Case Summary

Agenda Item	2
Case Number	15-049CU
Site Location	6801 and 6851 Village Parkway West side of Village Parkway, north of the intersection with Cooperstone Drive.
Proposal	A <u>conditional use</u> to permit the use of the site as a public park and ride.
Request	Review and approval of a conditional use under the provisions of Zoning Code Section 153.236.
Owner	City of Dublin, Dana McDaniel, City Manager
Case Manager	Jennifer M. Rauch, AICP, Senior Planner (614) 410-4690 jrauch@dublin.oh.us
Planning Recommendation	<u>Approval of Conditional Use</u> Based on ART's analysis, this proposal complies with all applicable review criteria. Approval is recommended with no conditions.



City of Dublin

15-049MPR/CU
Minor Project Review/ Conditional Use
COTA Park & Ride -Temporary
6801/6851 Village Parkway

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Feet



Facts	
Site Area	9.92 acres
Zoning	BSD-SCN, Sawmill Center Neighborhood District
Surrounding Zoning	West and South: BSD-R, Residential District East and North: BSD-SCN, Sawmill Center Neighborhood District
Site Features	The site is developed with two large commercial buildings and associated site improvements for a former Byers car dealership. The dealership has ceased operations in 2013. The site is the future location of the John Shields Parkway extension that will complete the connection between Tuller Ridge Drive and Village Parkway. The construction of the roadway is scheduled to begin in Fall 2015 and will require the temporary park and ride to be constructed in two phases.
Site History	June 4, 2015 The Administrative Review Team reviewed and approved the Minor Project Review application for the proposed site modifications and demolition, and made a recommendation of approval to the Planning and Zoning Commission for the conditional use.

Details	Conditional Use
Plan Overview	The proposal includes a temporary park and ride with 84 parking spaces, a bus shelter, and associated site improvements.
Phasing	<p>The proposal is for a temporary park and ride with off-street parking spaces, a bus shelter and crosswalk, and associated site improvements. The proposal is intended as an interim location for a park and ride using portions of an existing site, as the user must vacate the existing site on Dale Drive for pending development. A permanent park and ride is proposed southeast of the existing site, also on Dale Drive (refer to case 15-050MPR/CU), but the new site needs approval and construction that cannot happen in the time needed to vacate the existing site. The temporary location (both phases) is intended to be in use for a maximum of 12 months.</p> <p>The temporary site is on the west side of Village Parkway, north of the intersection with Cooperstone Drive. The park and ride will occupy the site in two phases, locating on the northern and southern portions of the site in Phase One and moving to an expanded version of the southern portion of the site in Phase Two. The details of each phase are as follows:</p> <p><u>Phase One:</u></p> <ul style="list-style-type: none"> Minor site modifications (seal and stripe of parking area, site and landscape maintenance, lighting, installation of security cameras)

Details	Conditional Use
	<ul style="list-style-type: none"> • Parking located in the northern and southern parking areas • Creation of ADA parking spaces and ramp access to shelter • Bus shelter and crosswalk across Village Parkway • Refacing existing ground sign • Building demolition will occur prior to Phase Two <p><u>Phase Two:</u></p> <ul style="list-style-type: none"> • Creation of additional parking spaces • Parking located in southern portion only • Bus shelter and crosswalk to remain
Site Layout	<p>The site includes two access points on Village Parkway, with a main boulevard entrance in the center of the site and a secondary entrance at the northeast corner. The proposed park and ride will use the existing parking spaces on the site throughout the two phases of development. Additional parking spaces will be constructed following the demolition of the existing buildings. A new ramp and crosswalk are provided in the southern portion of the site for access to the passenger areas for boarding and alighting. The crosswalk is located south of the main site entrance and provides access to the bus shelter on the east side of Village Parkway where the passenger boarding will take place in the morning. The passenger alighting will occur on the west side of Village Parkway in the evening.</p>
Parking	<p>Phase One provides 99 parking spaces within the northern and southern portions of the site. The limits of the parking are identified to provide a buffer between the parking spaces and the buildings to ensure no conflicts exist during demolition. Access to the parking areas in Phase One will include both the main and secondary entrances along Village Parkway.</p> <p>Phase Two provides 96 parking spaces located in the southern portion only. Additional parking spaces will be constructed in the location of the demolished southern building. Access to the southern parking area will be permitted only through the main (southern) entrance.</p>
Shelter	<p>One 48-square-foot passenger shelter is proposed and is a detailed black metal and glass shelter placed on the east side of Village Parkway. The proposed shelter is located on a concrete pad within the right-of-way. City Council is required to approve the encroachment and will review this request as part of Ordinance 41-15 scheduled for the June 8 and 22, 2015 meetings.</p>
Crosswalk	<p>The proposal includes a mid-block crosswalk located south of the main site entrance, which provides access to the bus shelter located on the east side of Village Parkway where the passenger boarding will take place in the morning. The ART approved the minor project with the two following conditions: the crosswalk proposed should be reviewed with the Dublin Engineering staff and refined as required by the Dublin City Engineer, and due to limited sight distance and the posted speed limit of 35 feet on Village Parkway, the crosswalk should include an actuated pedestrian crossing LED</p>

Details	Conditional Use
	warning system and any necessary signing and pavement markings.
Landscaping and Lighting	The existing site complies with Code required landscape provisions. Maintenance to the existing plant material will occur prior to Phase One, but no new plant material will be added with the proposal. The site includes existing parking lot lighting, which will be supplemented with additional poles to provide adequate lighting for the site in accordance with Code. Security cameras will also be installed.
Sign	The site has an existing ground sign, which will incorporate a new sign panel within the existing cabinet.

Analysis	Conditional Use
<i>Conditional Use Intent and Process</i>	Specifically listed conditional uses are provided within the zoning district regulations in recognition that such uses, although often desirable, will more intensely affect the surrounding area in which they are located than the permitted uses of such zoning districts. The Zoning Code sets forth development standards and criteria for locating and developing a conditional use in accordance with the nature of the surrounding area, conditions of development and with regard to appropriate plans. Section 153.236 of the Zoning Code identifies the criteria for the review and approval of a conditional use (full text of criteria at the end of this report).
1) <i>Harmonious with the Zoning Code and/or Community Plan.</i>	Criterion met: This proposal is consistent with the specific use requirements of the Zoning Code, with the exception of the shelter location, which will be reviewed and approved by City Council.
2) <i>Complies with applicable standards.</i>	Criterion met: The proposal is consistent with the Zoning Code.
3) <i>Harmonious with existing or intended character in vicinity.</i>	Criterion met: The proposed use will not alter the essential character of the area. The proposed park and ride site will be screened with the existing landscaping and incorporate lighting fixtures and levels in accordance with the Zoning Code. The operation of the use is concentrated primarily in the morning and early evening, with little to no activity during the day or weekends.
4) <i>Will not have a hazardous or negative impact on surrounding uses.</i>	Criterion met: Proposed operations will not have an adverse effect on surrounding uses. Lighting is managed through the Zoning Code. Activity will be limited generally to daylight and early morning/evening during bus route operating hours.
5) <i>Will provide adequate services and facilities.</i>	Criterion met: Nearby streets are sufficient to accommodate expected traffic movements. The operator has indicated this facility meets their needs for location and size on a temporary basis.

Analysis	Conditional Use
6) <i>Will not harm the economic welfare.</i>	Criterion met: This proposed continuation of the use contributes positively to the economic climate of the city by providing an additional community amenity and supporting the goal of reducing peak hour vehicular traffic.
7) <i>Create no use or characteristic that is detrimental to the surrounding uses.</i>	Criterion met: The use will not be detrimental to the surrounding area and will make use of a vacant site. The proposed park and ride facility will serve an amenity for the area and future development.
8) <i>Vehicular circulation will not interfere with existing circulation.</i>	Criterion met: Site circulation and stacking has been reviewed by Engineering. Nearby streets are sufficient to accommodate expected traffic movements. The proposal has been studied to ensure appropriate site distance is met and the addition of the crosswalk with advanced warning signs provide drivers with additional notice of pedestrians.
9) <i>Not detrimental to property values in the vicinity.</i>	Criterion met: This proposal will not be detrimental to property values. The use will generally have fewer and less impact than what might be anticipated by a mixed-use development or other uses that could be approved.
10) <i>Will not impede the development or improvement of surrounding properties.</i>	Criterion met: The proposal will not impede development or improvement of the surrounding properties.

Recommendation	Conditional Use
Approval	Administrative Review Team recommends approval of the proposal with no conditions, as it complies with the conditional use review criteria of Section 153.236(C).

CONDITIONAL USE REVIEW CRITERIA

Section 153.236(C) sets out criteria for the review and approval of a Conditional Use.

(C) Action by the Planning Commission. The Planning and Zoning Commission shall hold a public hearing and shall not approve a conditional use unless it finds that such use at the proposed location meets all of the following requirements:

- 1) The proposed use will be harmonious with and in accordance with the general objectives, or with any specific objective or purpose of the Zoning Code and/or Community Plan.
- 2) The proposed use will comply with all applicable development standards, except as specifically altered in the approved conditional use.
- 3) The proposed use will be harmonious with the existing or intended character of the general vicinity and that such use will not change the essential character of the same area.
- 4) The use will not be hazardous to or have a negative impact on existing or future surrounding uses.
- 5) The area and proposed use(s) will be adequately served by essential public facilities and services such as highways, streets, police, and fire protection, drainage structures, refuse disposal, water and sewers, and schools; or that the persons or agencies responsible for the establishment of the proposed use shall be able to provide adequately any such services.
- 6) The proposed use will not be detrimental to the economic welfare of the community.
- 7) The proposed use will not involve uses, activities, processes, materials, equipment and conditions of operations, including, but not limited to, hours of operation, that will be detrimental to any persons, property, or the general welfare by reason of excessive production of traffic, noise, smoke, fumes, glare, odor or other characteristic not comparable to the uses permitted in the base zoning district.
- 8) Vehicular approaches to the property shall be so designed as not to create interference with traffic on surrounding public and/or private streets or roads.
- 9) The proposed use will not be detrimental to property values in the immediate vicinity.
- 10) The proposed use will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district.